

# APPENDIX A

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## APPENDICES

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### APPENDIX A CALTRANS BICYCLE TRANSPORTATION UNIT GUIDELINES

1. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from the implementation of the plan. *Estimated number of existing commuters: See Chapter , page 2-1. Estimated increase: See Chapter 3, page 3-1..*
2. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of neighborhoods, schools, shopping centers, public buildings and major employment centers. *See map in Chapter 2, page 2-2.*
3. A map and description of existing and proposed bikeways. *See Chapter 2 for existing bikeway descriptions and map. See Chapter 3 for maps and descriptions of proposed bikeway projects.*
4. A map and description of existing and proposed end-of-trip bicycle parking facilities. *See Chapter 4 for the descriptions and map.*
5. A map and description of existing and proposed bicycle transport and parking facilities for connections and use of other transportation modes. *See Chapter 2, page 2-8 for a description of multi-modal access. See Chapter 4 for a description and maps of bicycle parking at multi-modal access points.*
6. A map and description of existing and proposed facilities for changing and storing clothes and equipment. *See Chapter 4, page 4-9.*

7. A description of bicycle safety and education programs and efforts by the law enforcement agency within the plan area. *See Chapter 5, pages 5-1 through 5-5.*
8. A description of the extent of citizen and community involvement in the development of the plan. *See Chapter 1, page 1-3.*
9. A description of how the plan has been coordinated and is consistent with other local or regional plans. *See Chapter 1.*
10. A description of proposed projects within the plan area and a listing of their priorities for implementation. *See Chapter 3.*
11. A description of past expenditures for bicycle facilities and future financial needs. *See Chapter 2, page 2-1, for a description of past expenditures. Future financial needs for proposed projects are described in Chapter 3 and the cost for each proposed project is included in their respective descriptions. Funding for future educational and promotion programs is described in Chapter 5.*

# APPENDIX B

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**APPENDIX B**  
**CITY COUNCIL RESOLUTION**

*See Resolution on Next Page*

CITY OF MOUNTAIN VIEW  
RESOLUTION NO. 17301  
SERIES 2008

Dated: 6-11-08 Portia Jones  
Deputy City Clerk

A RESOLUTION APPROVING THE UPDATED MOUNTAIN VIEW BICYCLE TRANSPORTATION PLAN AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO FORWARD THE PLAN TO THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR REGIONAL AND STATE APPROVAL

WHEREAS, the City of Mountain View wishes to provide a safe, efficient and convenient bicycle network for all cyclists; and

WHEREAS, the updated Mountain View Bicycle Transportation Plan was developed with this goal in mind; and

WHEREAS, the Mountain View Bicycle/Pedestrian Advisory Committee commented on and recommended approval of the updated plan; and

WHEREAS, the State Bicycle Transportation Account provides State funding for projects that improve the safety and convenience for bicycle commuters; and

WHEREAS, a local agency must have a current Bicycle Transportation Plan to be eligible for Bicycle Transportation Account funds; and

WHEREAS, the updated Mountain View Bicycle Transportation Plan complies with California Streets and Highways Code Section 819.2;

NOW, THEREFORE, BE IT RESOLVED that the City of Mountain View:

1. Adopts the updated Mountain View Bicycle Transportation Plan.
2. Authorizes the City Manager or designee to submit the approved updated Plan to the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) for regional and State approval.

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The foregoing Resolution was regularly introduced and adopted at a Special Meeting of the City Council of the City of Mountain View, duly held on the 27th day of May, 2008, by the following vote:

AYES: Councilmembers Bryant, Galiotto, Macias, Pear and Siegel and Vice Mayor Abe-Koga

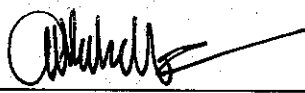
NOES: Mayor Means


ABSENT: None

NOT VOTING: None

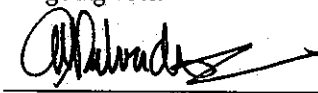
ATTEST:

APPROVED:

  
ANGELITA M. SALVADOR  
CITY CLERK

  
MARGARET ABE-KOGA  
VICE MAYOR

I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at a Special Meeting held on the 27th day of May, 2008, by the foregoing vote.

  
City Clerk  
City of Mountain View

# APPENDIX C

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**APPENDIX C**  
**PARKING STANDARDS**

# **PARKING STANDARDS**

**CITY OF MOUNTAIN VIEW**  
**COMMUNITY DEVELOPMENT DEPARTMENT**



ORDINANCE NO. 9.96

AN ORDINANCE AMENDING CHAPTER 36, ARTICLE IV,  
SECTION 36.37 OF THE MOUNTAIN VIEW CITY CODE,  
CONCERNING PARKING AND LOADING

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY  
ORDAIN:

Section 1. Zoning Ordinance Amendment. Section 36.37 of Chapter 36,  
Article IV, of the Mountain View City Code, concerning parking and loading, is hereby  
amended in its entirety, and a new Section 36.37 is added, to read as follows:

**"SEC.36.37.    Parking and loading.**

**36.37.010 - Purpose**

The purpose of off-street parking and loading standards is to:

- A.    Provide sufficient parking, loading and delivery facilities to meet the needs generated by the proposed use;
- B.    Provide accessible, attractive, secure, properly lighted and well-maintained and screened off-street parking and loading facilities;
- C.    Reduce traffic congestion and hazards;
- D.    Encourage the use of alternative modes of transportation by providing for safe, adequate and convenient bicycle and carpool parking;
- E.    Protect neighborhoods by providing adequate parking and landscaped buffers;  
and
- F.    Ensure access and maneuverability for emergency vehicles.

### 36.37.020 - Applicability

Every permanent use (including a change of use) and every structure shall have permanently maintained off-street parking areas in compliance with the following provisions.

### 36.37.030 - General Parking Regulations

- A. **Expansion of structure, change in use.** When a structure is enlarged or increased in capacity, or when a change in use creates an increase in the required amount of parking, additional parking spaces shall be provided in compliance with the provisions of this Section;
- B. **Mixed uses/multiple tenants.** A site or facility proposed for multiple tenants or uses (e.g., a hotel with meeting halls, a building with ground-floor shops and second-floor offices, etc.) shall provide the aggregate number of parking spaces required by Section 36.37.040 (Required Number of Parking Spaces) for each separate use;
- C. **Single-family homes.** For each dwelling in any single-family residential zoning district, a garage or carport shall be provided and permanently maintained for parking;
- D. **Deferral of parking installation.** For nonresidential developments of 10,000 square feet or more of gross floor area, the Zoning Administrator may approve deferral of one or more required off-street parking spaces to a future date. The applicant shall demonstrate, to the satisfaction of the Zoning Administrator, that the occupant of the subject parcel will not need the required parking spaces and that the area temporarily utilized for landscaping or other aesthetic amenities can, in the future, be used for the required parking spaces. The Zoning Administrator may impose reasonable conditions, including the recordation of a legal agreement which would provide that the landscaping or other amenity is to be removed by the applicant and the required off-street parking spaces are to be installed if they are needed to serve the use(s) on the subject parcel;
- E. **Adjacent site access.** Applicants for nonresidential developments should be encouraged to provide cross-access to adjacent nonresidential properties for convenience, safety and efficient circulation of motor vehicles. A Mutual Access Agreement should be executed where cross-access is provided;
- F. **Rounding of quantities.** Where the number of required parking spaces results in a fraction of 0.50 or higher, the requirements shall be rounded up to the next whole space;

- G. Parking required by Precise Plans and Parking Overlay Zone.** Parking requirements established in compliance with Section 36.20.040 (Parking Overlay Zone), or Article 36.62 (Precise Plans) shall supersede the provisions of Section 36.37.040 (Number of Parking Spaces Required).

### **36.37.040 - Number of Parking Spaces Required**

Each land use shall provide the minimum number of off-street parking spaces required by this section.

- A. Uses not listed.** Land uses not specifically listed by the following subsection (B), shall provide parking as required by the Zoning Administrator. In determining appropriate off-street parking requirements, the Zoning Administrator shall use the requirements of subsection (B) as a general guide in determining the minimum number of off-street parking spaces necessary to avoid undue interference with public use of streets and alleys.
- B. Parking requirements by land use.** The following minimum number of parking spaces shall be provided for each use:

<b>LAND USE TYPE:</b>		
<b>Manufacturing &amp; Processing</b>	<b>Vehicle Spaces Required</b>	<b>Bicycle Spaces Required</b>
Manufacturing and industrial, general	1 space for each 250 sq. ft. of gross floor area plus 1 space for each vehicle operated in connection with each on-site use.	5% of vehicle spaces.
Recycling facilities	Space shall be provided for the anticipated peak load of customers to circulate, park and deposit recyclable materials. If the facility is open to the public, an on-site parking area shall be provided for a minimum of 10 customers at any one time.	None.
	One employee parking space shall be provided on-site for each commercial vehicle operated by the processing center.	5% of vehicle spaces.
Research and development	1 space for each 300 sq. ft. of gross floor area.	5% of vehicle spaces.

<b>LAND USE TYPE:</b>		
<b>Recreation, Education, Public Assembly Uses</b>	<b>Vehicles Spaces Required</b>	<b>Bicycle Spaces Required</b>
Child day care		2% of vehicle spaces.
Centers	1 space for each employee, plus 1 space for every 15 children for visitor parking and drop-off areas.	
Large family care homes	1 space for each employee.	
Churches, mortuaries	1 space for each 170 sq. ft. of gross floor area.	5% of vehicle spaces for churches; 2 spaces for mortuaries.
Indoor recreation and fitness centers		5% of vehicle spaces.
Arcades	1 space for each 200 sq. ft. of gross floor area.	
Bowling alleys	Parking study required.	
Dance halls	Parking study required.	None.
Health/fitness clubs	1 space for each 200 sq. ft. of gross floor area.	5% of vehicle spaces.
Libraries and museums	Parking study required.	5% of vehicle spaces.
Membership organizations	1 space for every 3.5 fixed seats.	5% of vehicle spaces.
Pool and billiard rooms	2.5 spaces for each table.	5% of vehicle spaces.
Schools	Parking study required.	Parking study required.
Studios for dance, art, etc.	1 space for each 2 students.	5% of vehicle spaces.
Tennis/Racquetball courts	Parking study required.	5% of vehicle spaces.
Theaters and meeting halls	1 space for every 3.5 fixed seats.	5% of vehicle spaces.

<b>LAND USE TYPE:</b>		
<b>Residential Uses</b>	<b>Vehicle Spaces Required</b>	<b>Bicycle Spaces Required</b>
Companion units	1 space.	None.
Multi-family dwellings	Studio unit - 1.5 spaces per unit, 1 space shall be covered.	5% of vehicle spaces.
	1 bedroom or more - 2 spaces per unit, 1 space shall be covered.	
	Guest parking - 15% of the parking spaces required for the project shall be conveniently located for guest parking. The Zoning Administrator may increase the parking requirement to 2.3 spaces per unit if needed to ensure adequate guest spaces.	5% of vehicle spaces.
Rooming & boarding houses	Parking study required.	Parking study required.
Senior congregate care housing	1.15 spaces per unit; half the spaces shall be covered.	2% of vehicle spaces.
Single-family housing and each dwelling unit in a duplex	2 spaces, 1 of which shall be covered.	None.
Single-room occupancies	1 space per dwelling unit; plus 1 for every nonresident employee. Reduction of up to 0.50 space per unit may be granted through the Conditional Use Permit process.	1 space per 10 units.
Townhouse developments	2 spaces, 1 shall be covered.	1 space per unit.
	Guest parking shall equal in total an additional 0.5 space for each unit, for an aggregate ratio of 2.6 spaces for each unit.	

<b>LAND USE TYPE:</b>		
<b>Retail Trade</b>	<b>Vehicles Spaces Required</b>	<b>Bicycle Spaces Required</b>
Auto, mobile home, vehicle and parts sale	1 space for each 450 sq. ft. of gross floor area for showroom and office, plus 1 space for each 2,000 sq. ft. of outdoor display area, plus 1 space for each 500 sq. ft. of gross floor area for vehicle repair, plus 1 space for each 300 sq. ft. of gross floor area for the parts department.	5% of vehicle spaces.
Furniture, furnishings and home equipment stores	1 space for each 600 sq. ft. of gross floor area.	5% of vehicle spaces.
Plant nurseries	Parking study required.	Parking study required.
Restaurants, cafés, bars, other eating/drinking places		5% of vehicle spaces.
Take-out only	1 space for each 180 sq. ft. of gross floor area.	
Fast food (counter service)	1 space for each 100 sq. ft.; minimum 25 spaces.	
Table service	1 space for each 2.5 seats or 1 space for each 100 sq. ft. of gross floor area, whichever is greater.	
Outdoor seating	1 space for each 2.5 seats.	
Retail stores		5% of vehicle spaces.
General merchandise	1 space for each 180 sq. ft. of gross floor area.	
Warehouse retail	Parking study required.	
Service stations	1 space for each 180 sq. ft. of gross floor area.	None.
Shopping centers	1 space for each 250 sq. ft. of gross floor area.	5% of vehicle spaces.

<b>LAND USE TYPE:</b> <b>Service Uses</b>	<b>Vehicles Spaces Required</b>	<b>Bicycle Spaces Required</b>
Banks and financial services	1 space for each 300 sq. ft. of gross floor area, plus one space per ATM.	5% of vehicle spaces.
Hotels and motels	1 space for each guest room, plus 1 space for each 2 employees, plus as required for ancillary uses.	2% of vehicle spaces.
Kennels and animal boarding	Parking study required.	Parking study required.
Medical services		
Clinic, offices, labs, under 20,000 sq. ft.	1 space for each 150 sq. ft. of gross floor area.	
Clinics, offices, labs, greater than 20,000 sq. ft.	1 space for each 225 sq. ft. of gross floor area.	2% of vehicle spaces.
Extended care	1 space for each 3 beds, plus 1 space for each employee.	
Hospitals	1 space for each patient bed.	
Offices, administrative, corporate	1 space for each 300 sq. ft. of gross floor area.	5% of vehicle spaces.
Personal services	1 space for each 180 sq. ft. of gross floor area.	5% of vehicle spaces.
Repair and maintenance - vehicle		
Lube-n-tune	2 spaces per service bay.	None.
Repair garage	5 spaces, plus 1 space for each 200 sq. ft. of gross floor area.	None.
Vehicle washing	Parking study required.	None.
Storage, personal storage facilities	1 space for each 2,000 sq. ft. of gross floor area, plus 2 spaces for any resident manager.	None.
Veterinary clinics and hospitals	1 space for each 200 sq. ft. of gross floor area.	2% of vehicle spaces.
Warehousing	1 space for each 500 sq. ft. of gross floor area, plus 1 space for each company vehicle.	5% of vehicle spaces.

### **36.37.050 - Reduction of Off-Street Parking Requirements**

The Zoning Administrator may grant a reduction in off-street parking requirements in compliance with Article 36.60 (Conditional Use Permits). The applicant shall provide evidence to demonstrate, to the satisfaction of the Zoning Administrator, that changes in conditions or issues justify such reduction and will not result in a parking deficiency.

**Shared parking reduction.** Nonresidential parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during different hours than the remaining uses. The applicant shall apply for a use permit in compliance with Section 36.43 of the City Code and provide documentation (i.e., shared parking use analysis) to the satisfaction of the Zoning Administrator, substantiating the reasons for the requested shared parking reduction. Shared parking may only be approved if:

1. A sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time;
2. Satisfactory evidence, as deemed by the Zoning Administrator, has been submitted by the parties operating the shared parking facility regarding the nature of the uses and the times when the uses operate, so as to demonstrate the lack of potential conflict between them; and
3. Additional documents, covenants, deed restrictions, or other agreements as may be deemed necessary by the Zoning Administrator are executed to ensure that the required parking spaces provided are maintained and used as approved for the life of the nonresidential development.

### **36.37.060 - Handicapped Parking Requirements**

Handicapped parking requirements are established by the State and are contained in the California Code of Regulations, Title 24. State law may be amended from time to time, so reference should be made directly to the California Code of Regulations for standards on the required number, dimensions and location of handicapped parking spaces, signage and related facilities. The Community Development Department will provide information on current requirements and space design upon request.



### 36.37.070 - Number of Loading Spaces Required

Unless modified/adjusted by the Zoning Administrator in compliance with Article 36.60 (Conditional Use Permits), off-street freight and equipment loading spaces shall be provided for all nonresidential uses. The following minimum number of loading spaces shall be provided for each use unless modified by the Zoning Administrator:

TYPE OF LAND USE	Gross Floor Area	Loading Spaces Required
Commercial, industrial, institutional and service uses	10,000 to 30,000 sq. ft.	1 space
	30,001+ sq. ft.	1 space per each additional 20,000 sq. ft.

Requirements for uses not specifically listed shall be determined by the Zoning Administrator based upon the requirements for comparable uses and upon the particular characteristics of the proposed use, in compliance with Section 36.37.040 (Number of Parking Spaces Required).

### 36.37.080 - Development Standards for Off-Street Loading

Off-street loading areas shall be provided in the following manner:

- A. **Dimensions.** Required freight and equipment loading spaces shall be not less than 10 feet in width, 25 feet in length, with 12 feet of vertical clearance;
- B. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the structure(s). Any illumination, including security lighting, shall be directed away from adjoining parcels and public rights-of-way;
- C. **Location.** Freight and equipment loading spaces shall be located and designed as follows:
  - 1. Next to, or as close as possible to, the main structure;
  - 2. Situated or screened to ensure that the loading facility shall not be visible from any major public rights-of-way;

3. Situated to ensure that all loading and unloading takes place on-site, and in no case within adjacent public rights-of-way, or other traffic areas on-site;
  4. Situated to ensure that all vehicular maneuvers occur on-site; and
  5. Situated to avoid adverse noise impacts upon neighboring residential properties.
- D. Screening.** All loading areas abutting residentially zoned parcels shall have a 7-foot high solid architecturally treated decorative masonry wall, approved by the Zoning Administrator, to properly screen the loading area(s). All wall treatments shall occur on both sides;
- E. Security.** All loading facilities shall be designed, constructed and maintained with security as a priority to protect the safety of the users;
- F. Loading doors and gates.** Loading bays and roll-up doors shall generally be located on the rear of the structure. Bays and doors may be located on the side of a building away from a street frontage where it can be demonstrated that the bays, doors, and related trucks will be adequately screened from public view from any street or public right-of-way; and
- G. Striping.** Loading areas shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained in a clear and visible manner at all times.

### **36.37.090 - Development Standards for Off-Street Parking**

Off-street parking areas shall be provided in the following manner:

- A. Access:**
1. Parking areas shall provide suitable maneuvering room so that all vehicles may enter an abutting street in a forward direction. Single-family homes and duplexes are exempt from this requirement and the Zoning Administrator may approve exceptions for other residential projects; and
  2. No parking space backup area shall occur in the first 20 feet from the street right-of-way and a parking lot entrance or exit.
- B. Commercial vehicle parking.** No commercial vehicle exceeding 8 feet in height and/or 20 feet in combined total length, or towed equipment, shall park between the hours of 6:00 p.m. and 6:00 a.m. on private property (or public rights-of-way

within residential zoning districts in compliance with Section 19.79.1 of the City Code, Parking of Certain Commercial Vehicles on Residential Streets Prohibited). This prohibition shall not apply to construction sites during the construction process or to vehicles in the process of making delivery or pickup.

**C. Dimensional Requirements:**

1. **General requirements.** Minimum parking stall dimensions shall be 8.5' by 18' except as indicated in the following table and as illustrated by Figure 3-9.

<b>One-Way Traffic and Single-Loaded Aisles</b>			
<b>Parking Angle (degrees)</b>	<b>Stall Depth</b>	<b>Aisle Width (travel lane)</b>	<b>Total Bay Depth</b>
30	17'	14'	31'
45	19'	14'6"	33'6"
60	20'	17'	37'
90	18'	24'	42'
<b>One-Way Traffic and Double-Loaded Aisles</b>			
<b>Parking Angle (degrees)</b>	<b>Stall Depth</b>	<b>Aisle Width (travel lane)</b>	<b>Total Bay Depth</b>
30	17'	14'	48'
45	19'	14'6"	52'6"
60	20'	17'	57'
90	18'	24'	60'
<b>Two-Way Traffic and Double-Loaded Aisles</b>			
<b>Parking Angle (degrees)</b>	<b>Stall Depth</b>	<b>Aisle Width (travel lane)</b>	<b>Total Bay Depth</b>
30	17'	24'	58'
45	19'	24'	62'
60	20'	24'	64'
90	18'	24'	60'

2. **Dimensions for private garages or carports.** A minimum unobstructed inside dimension of 9 feet by 20 feet shall be maintained for a private one-car garage or carport and shall be increased 9 feet in width for each additional parking space. The minimum unobstructed ceiling height shall be seven feet six inches (7'6"); and
  3. **Parallel parking spaces.** For a parallel space, the minimum width shall be 8 feet and the minimum length shall be 24 feet.
- D. Drainage.** All required off-street parking/loading areas shall be designed so that surface water will not drain over any sidewalk, or adjacent parcels.
- E. Driveways.** Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows:
1. **R1 and R2 zoning districts.** Driveways in the R1 and R2 zoning districts shall have a minimum width of 9 feet, with direct access to at least a one-car garage. The minimum length of a single-family driveway shall be 20 feet measured from the property line to the front of the covered parking space. Where access to a garage, carport or open parking space is perpendicular (90 degrees) to the driveway, a minimum 24-foot deep unobstructed back-out area shall be provided;
  2. **Other zoning districts.** Driveways shall be a minimum width of 12 feet for a one-way driveway and 18 feet for a two-way; and
  3. **Obstructions.** The driveway width shall be maintained free and clear of all obstructions.
- F. Landscaping.** Required landscaping within the parking area(s), shall be provided as follows, unless otherwise specified in this Chapter:
1. Where parking areas with more than 10 spaces adjoin a public right-of-way, a landscaped planting strip with an average width of 10 feet and no less than 5 feet shall be established and continuously maintained between the public right-of-way and parking area(s). Any planting, sign, or other structures near a driveway shall not exceed 36 inches in height;
  2. Parking areas shall have at least one 15-gallon tree for every three spaces, with some appropriate clustering of trees permitted, and 6-foot by 18-foot projecting landscaped islands generally every 10 parking spaces (see Figure 3-9). Whenever possible, interior parking spaces should have a continuous planter strip 6 feet wide between rows of parking. Where

appropriate, provisions shall be made to ensure that adequate pedestrian paths are provided throughout the landscaped areas;

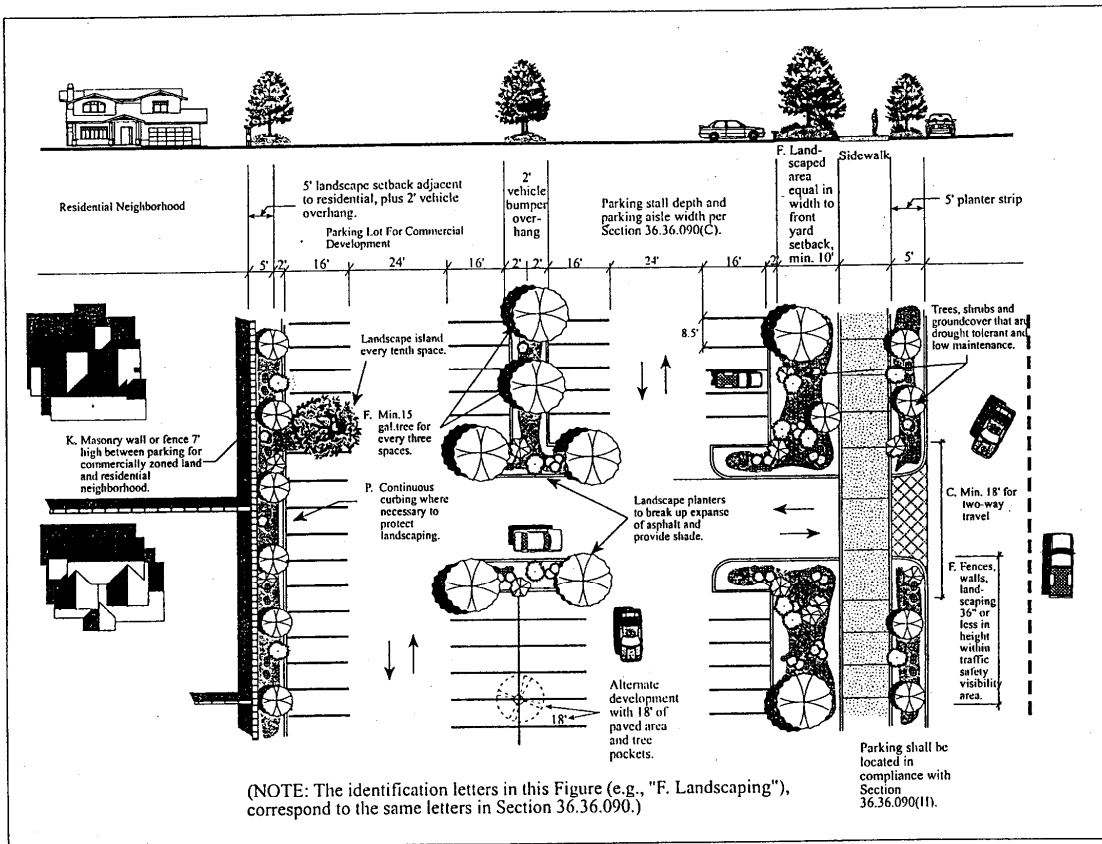


Figure 3-9  
PARKING SPACE DESIGN AND LAYOUT

3. Areas in a parking lot not used for driveways, maneuvering areas, parking spaces or walks shall be permanently landscaped with suitable materials and permanently maintained in compliance with a program submitted by the applicant and approved by the Zoning Administrator;
4. All landscaped areas shall be bordered by a concrete curb that is at least 6 inches high and 6 inches wide; and
5. To increase the parking lot landscaped area, a maximum of 2 feet of the parking stall depth may be landscaped with low-growth, hearty materials in lieu of asphalt, allowing a bumper overhang while maintaining the required parking dimensions.

- G. Lighting.** Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-site structure(s). Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way in compliance with Sections 8.242 and 8.252 of the City Code.
- H. Location of required parking spaces.** All parking spaces shall be located on the same parcel as the primary structure or use, unless approved otherwise by the Zoning Administrator. The Zoning Administrator may approve a portion or all of the required off-street spaces to be located on a parcel that adjoins the parcel containing the primary structure or use. This approval shall be based on accessibility to the primary structure or use and the use and development of the adjacent parcel.

The applicant shall provide evidence, to the satisfaction of the Zoning Administrator, that a suitable long-term lease or other legal agreement can be executed and recorded which would guarantee that the parcel containing the primary structure or use has the irrevocable right to utilize the adjacent parcel for parking.

- I. Maintenance.** All required parking facilities shall be permanently maintained, free of litter and debris, potholes, obstructions and stored material.
- J. Recreational vehicle parking - Residential.** Recreational vehicle parking shall be in compliance with Section 19.111 of the City Code (Regulation of Storage or Parking of Vehicles in Residential Areas).
- K. Screening.** Commercial/industrial and public parking areas abutting residentially zoned parcels shall have an acoustically designed 7-foot high wood or decorative masonry wall, to properly screen the parking area(s), subject to approval by the Zoning Administrator, who may waive or modify this requirement to protect the views of adjacent residences. All wall treatments shall occur on both sides.
- L. Security.** All parking facilities shall be designed, constructed and maintained with security as a priority to protect the safety of the users.

- M. **Striping.** Parking stalls shall be identified by 4-inch wide stripes of paint, or other durable striping material approved by the Zoning Administrator, on the parking lot surface. All parking stalls shall be clearly outlined with double stripes (see Figure 3-11, Parking Stall Striping), except parallel spaces which may be marked with single lines.
- N. **Tandem parking.** Tandem parking shall not be permitted to satisfy off-street parking requirements except where appropriate for developments of single- or two-family units, and then only when the tandem space is behind the covered space serving the same unit, subject to the approval of the Zoning Administrator.
- O. **Wheel stops/curbing.** Continuous concrete curbing at least 6 inches high and 6 inches wide shall be provided for all parking spaces located adjacent to walls, fences, property lines and structures and be located at least 2 feet from those structures. All parking lots shall have continuous curbing at least 6 inches high and 6 inches wide around all parking areas and aisle planters.



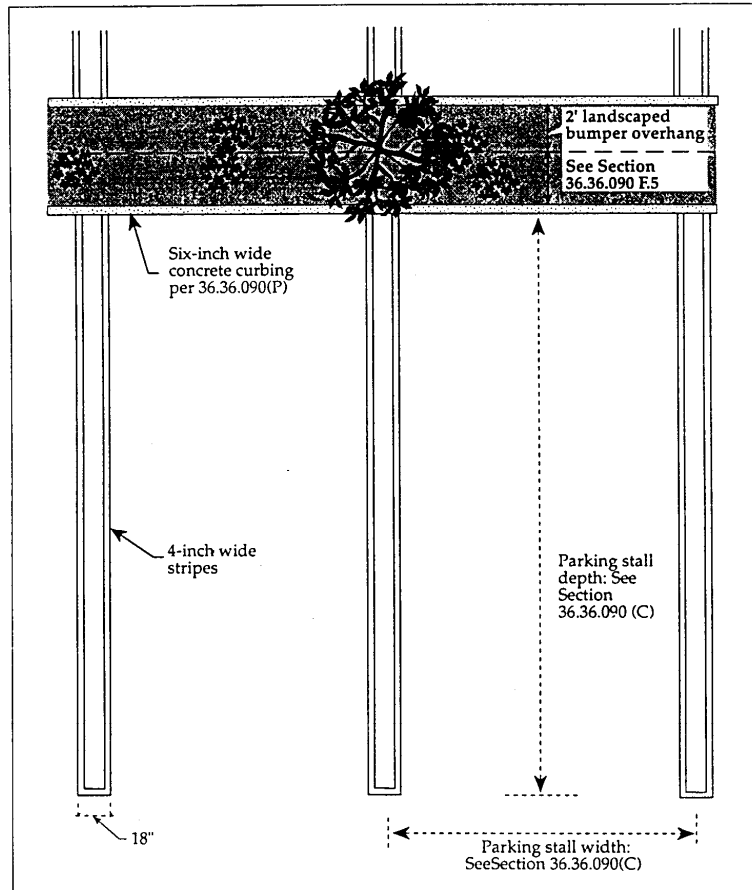


Figure 3-11  
PARKING STALL STRIPING

## SEC. 36.37.100 - Bicycle Parking Standards

Bicycle parking facilities shall be provided in compliance with this section and the *Bicycle Parking Guidelines* provided by the department.

### A. Classification of bicycle parking facilities:

1. **Class I facilities.** Intended for long-term parking (e.g., for employees); protects against theft of entire bicycle and of its components and accessories. The facility shall also protect the bicycles from inclement weather, including wind-driven rain. Three design alternatives for Class I facilities are as follows:
  - a. **Bicycle locker.** A fully enclosed, weather-resistant space accessible only by the owner or operator of the bicycle. Bicycle lockers may be premanufactured or designed for individual sites. All bicycle lockers shall be fitted with key locking mechanisms. This is the preferred Class I facility;
  - b. **Restricted access.** Class III bicycle parking facilities located within an interior locked room or locked enclosure accessible by key only to the owners or operators of the bicycles parked within. The maximum capacity of each restricted room or enclosure shall be 10 bicycles; and
  - c. **Enclosed cages.** An exterior enclosure for individual bicycles, where contents are visible from the sides but the top is covered, and which can be securely locked by a user-provided lock. This type of facility is only to be used for retail and service uses and multiple-family development.

Class I facilities other than lockers, restricted access rooms or enclosed cages, but providing the same level of security, may be approved by the Zoning Administrator. A written building management policy of permitting bicycles to be stored in private offices, or in designated areas within the structure where adequate security is provided, may be approved by the Zoning Administrator as an alternative to Class I facilities.

2. **Class II and Class III facilities.** Intended for short-term parking (e.g., for shoppers, visitors). A stationary object to which the user can lock the frame and both wheels. Should be protected from weather whenever possible. The Zoning Administrator may require either a Class II or Class III facility depending on where the facilities are to be located.
  - a. Class II facilities are designed so that the lock is protected from physical assault and, therefore, the facility need not be within constant visual range. A Class II rack shall accept padlocks and high security U-shaped locks.
  - b. Class III facilities are less secure and, therefore, shall be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas.

**B. Bicycle parking design standards:**

1. Class I(b), Class II and Class III facilities shall provide at least a 24-inch clearance from the centerline of each adjacent bicycle, and at least 18 inches from walls or other obstructions;
2. An aisle or other space shall be provided for bicycles to enter and leave the facility. This aisle shall have a width of at least 5 feet to the front or the rear of a standard 6-foot bicycle parked in the facility;
3. Class I facilities at employment sites shall be located near the structure entrances used by employees;
4. Class II or Class III facilities intended for customers or visitors shall be located near the main structure used by the public;
5. Paving of bicycle parking areas is required;
6. Convenient access to bicycle parking facilities shall be provided. Where access is via a sidewalk or pathway, curb ramps shall be installed where appropriate;
7. Lighting shall be provided in all bicycle parking areas. In both exterior and interior locations, lighting of not less than 1 footcandle of illumination at ground level shall be provided; and
8. The Zoning Administrator shall have the authority to review the design of all bicycle parking facilities required by this Section with respect to safety,

security and convenience. The Zoning Administrator shall consider the *Bicycle Parking Guidelines* in determining the type, location and design of bicycle parking facilities.

**C. Number and type of bicycle spaces required.** The following standards shall apply:

1. **Number of bicycle parking spaces.** The number of bicycle parking spaces required is determined by Section 36.37.040 (Number of Parking Spaces Required); and
2. **Class of bicycle parking spaces.** The Zoning Administrator may require that a certain percentage of the spaces be Class I, Class II or Class III depending on the potential users. The Zoning Administrator shall use the *Bicycle Parking Guidelines* in determining the appropriate proportions of each class.

**D. Showers and changing room standards.** Two employee shower and changing room facilities, one each for male and female employees, shall be provided for any new structure constructed or for any addition to or enlargement of, any existing structure requiring over 200 employee parking spaces. This requirement is applicable to industrial, research and development, corporate office and similar high employment businesses. The floor area used for shower and changing rooms shall be not be included in the calculations for floor area ratio limits.

#### **SEC. 36.37.110 - Nonconforming Parking Areas**

Any automobile or bicycle parking facilities lawfully existing on the effective date of this ordinance shall be "grandfathered" and may continue pursuant to Sec. 36.28, "Continuing existing uses," of the Zoning Chapter of the Mountain View Municipal Code except that parking required for additions and expansions of existing buildings and changes in land use shall comply with all provisions of this Article."

Section 2. The provisions of this ordinance shall be effective thirty (30) days from and after the date of its adoption.

Section 3. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional.

Section 4. Pursuant to Section 522 of the Mountain View City Charter, it is ordered that copies of the foregoing proposed ordinance be posted at least two (2) days

prior to its adoption in three (3) prominent places in the City and that a single publication be

made to the official newspaper of the City of a notice setting forth the title of the ordinance, the date of its introduction and a list of the places where copies of the proposed ordinance are posted.

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The foregoing ordinance was regularly introduced at the Adjourned Regular Meeting of the City Council of the City of Mountain View, duly held on the 27th day of August, 1996, and thereafter adopted at the Regular Meeting of said Council, duly held on the 10th day of September, 1996, by the following roll call vote:

AYES: Councilmembers Bonnell, Cochran, Figueroa, Kleitman, Lewis,  
Takahara and Mayor Faravelli

NOES: None

ABSENT: None

NOT VOTING: None

ATTEST:

APPROVED:

\_\_\_\_\_  
KATHERINE B. KOLIOPOULOS  
CITY CLERK

\_\_\_\_\_  
RALPH FARAVELLI  
MAYOR

I do hereby certify that the foregoing ordinance was passed and adopted by the City Council of the City of Mountain View at \_\_\_\_\_ meeting held on the \_\_\_\_\_ day of \_\_\_\_\_ by the foregoing vote, and was published in the \_\_\_\_\_ by reference on the \_\_\_\_\_ day of \_\_\_\_\_ and posted in three prominent places in said City.

\_\_\_\_\_  
City Clerk  
City of Mountain View

ORDINANCE NO. 13.96

AN ORDINANCE AMENDING CHAPTER 36, ARTICLE IV, SECTION 36.37  
OF THE MOUNTAIN VIEW CITY CODE,  
CONCERNING BICYCLE PARKING REQUIREMENTS  
FOR MULTI-FAMILY DEVELOPMENT

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY  
ORDAIN:

Section 1. Section 36.37 of Chapter 36, Article IV, of the Mountain View City Code, concerning bicycle parking requirements for multi-family dwellings, is hereby amended to increase the requirement to 1 space per unit and will read as follows:

"SEC. 36.37.040.     **Number of parking spaces required.**

Each land use shall provide the minimum number of off-street parking spaces required by this Section.

[\* \* \*]

**B.     Parking requirements by land use.** The following minimum number of parking spaces shall be provided for each use:

<b>LAND USE TYPE:</b> [* * *] <b>Residential Uses</b>	<b>Vehicle Spaces Required</b>	<b>Bicycle Spaces Required</b>
Multi-family dwellings	Studio unit – 1.5 spaces per unit; 1 space shall be covered.	1 space per unit. (refer to Section 36.37.100.A.1.)
	1 bedroom or more – 2 spaces per unit; 1 space shall be covered.	
 [* * *]	Guest parking – 15 percent of the parking spaces required for the project shall be conveniently located for guest parking. The Zoning Administrator may increase the parking requirement to 2.3 spaces per unit if needed to ensure adequate guest spaces.	1 space per 10 units.

Section 2. Section 36.37 of Chapter 36, Article IV, of the Mountain View City Code, concerning Class I bicycle parking requirements for multi-family dwellings, is hereby amended to expand Class I facilities to include a written management policy allowing bicycle storage within a dwelling unit and to read as follows:

**"SEC. 36.37.100. Bicycle parking standards.**

Bicycle parking facilities shall be provided in compliance with this Section and the *Bicycle Parking Guidelines* provided by the Department.

**A. Classification of bicycle parking facilities:**

**1. Class I facilities.** Intended for long-term parking (e.g., for employees); protects against theft of entire bicycle and of its components and accessories. The facility shall also protect the bicycles from inclement weather, including wind-driven rain. Three design alternatives for Class I facilities are as follows:

**a. Bicycle locker.** A fully enclosed, weather-resistant space accessible only by the owner or operator of the bicycle. Bicycle lockers may be premanufactured or designed for individual sites. All bicycle lockers shall be fitted with key locking mechanisms. This is the preferred Class I facility;

**b. Restricted access.** Class III bicycle parking facilities located within an interior locked room or locked enclosure accessible by key only to the owners or operators of the bicycles parked within. The maximum capacity of each restricted room or enclosure shall be 10 bicycles; and

**c. Enclosed cages.** An exterior enclosure for individual bicycles, where contents are visible from the sides but the top is covered, and which can be securely locked by a user-provided lock. This type of facility is only to be used for retail and service uses and multiple-family development.

Class I facilities other than lockers, restricted access rooms or enclosed cages, but providing the same level of security, may be approved by the zoning administrator. A written building management policy of permitting bicycles to be stored in private offices or multi-family dwellings (including apartments, townhomes and condominiums), or in designated areas within the structure where adequate security is provided, may be approved by the Zoning Administrator as an alternative to Class I facilities.

[" \* \* \*"]"



Section 3. The provisions of this ordinance shall be effective thirty (30) days from and after the date of its adoption.

Section 4. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional.

Section 5. Pursuant to Section 522 of the Mountain View City Charter, it is ordered that copies of the foregoing proposed ordinance be posted at least two (2) days prior to its adoption in three (3) prominent places in the City and that a single publication be made to the official newspaper of the City of a notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the proposed ordinance are posted.

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The foregoing ordinance was regularly introduced at the Regular Meeting of the City Council of the City of Mountain View, duly held on the 12th day of November, 1996, and thereafter adopted at the Adjourned Regular Meeting of said Council, duly held on the 26th day of November, 1996, by the following roll call vote:

AYES: Councilmembers Bonnell, Cochran, Figueroa, Kleitman, Lewis,  
Takahara and Mayor Faravelli

NOES: None

ABSENT: None

NOT VOTING: None

ATTEST:

APPROVED:

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KATHERINE B. KOLIOPOULOS  
CITY CLERK

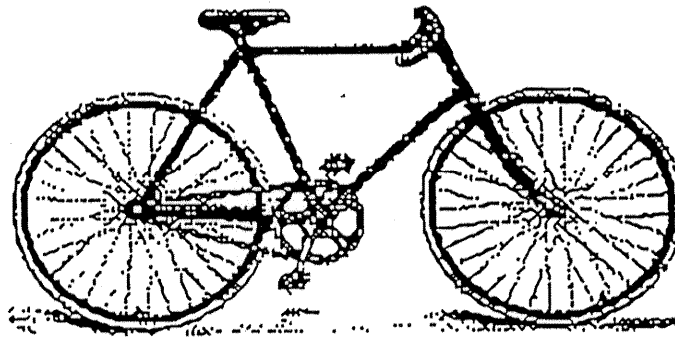
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RALPH FARAVELLI  
MAYOR

I do hereby certify that the foregoing ordinance was passed and adopted by the City Council of the City of Mountain View at an Adjourned Regular Meeting held on the 26th day of November, 1996, by the foregoing vote, and was published in the San Jose Post Record by reference on the 22nd day of November, 1996, and posted in three prominent places in said City.

City of Mountain View

# BICYCLE PARKING GUIDELINES



July 30, 1996

# Bicycle Parking Guidelines

Adopted July 30, 1993

## Design and Location

1. Bicycle parking facilities and access aisles should be designed such that columns, walls, or other obstructions do not interfere with normal bicycle parking maneuvers and with parked bicycles.
2. Parking facilities should support bicycles in a stable position without damage to wheels, frame, paint, or components.
3. Bicycle and vehicle parking areas should be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by vehicles.
4. Where bicycle parking areas are not clearly visible to approaching bicyclists, signs should be posted to direct cyclists to the facilities.
5. Class I facilities should be identified by a sign of a minimum of twelve inches by twelve inches in size to identify the area for bicycle parking and to give the name, phone number or location of the person in charge of the facility.
6. Where Class I parking required by this chapter is provided by restricted access parking, the sign should state that the bicycle enclosure shall be kept locked at all times.
7. In multiple-family developments, the Class I bicycle parking and required storage area for each dwelling unit may be combined into one locked multi-use storage facility provided that the total space requirement shall be the sum of the requirements for each use computed separately.
8. In multiple-family residential development, a common locked garage area with Class II bicycle parking facilities shall be deemed a restricted access facility provided the garage is accessible only to residents of the units using the garage.
9. For individual uses in the Downtown Parking Assessment District, the City may choose to fulfill requirements for bicycle parking facilities by providing spaces within District parking lots and garages and in other public areas.

10. For uses fronting on Castro Street (both within and outside the Downtown Parking Assessment District), the City may choose to provide the short-term bicycle parking facilities in order to provide consistency in type and location of bike racks throughout the downtown. The City has selected a Class III rack for use in the downtown area.
11. Class I facilities shall generally have key locking mechanisms and sturdy construction that will accept a least a three-eighths inch diameter padlock.

### **Class of Facilities**

1. A combination of long-term (Class I) and short-term (Class II/III) facilities should be provided. The following table lists the recommended proportions of Class I and Class II/III facilities for each land use.
2. When Class II/III is listed, either one may be used, unless the bike parking is not within constant visual range from buildings or passers-by. In the latter case, Class II must be used because it provides a higher level of security.

## Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Animal Care Facilities	80% - I 20% - II/III
Auto Sales	20% - I 80% - II/III
Banks, Financial Services	40% - I 60% - II-III
Business and Professional Offices	80% - I 20% - II/III
Business & Trade Schools	50% - I 50% - II/ III
Community Facilities (swim, tennis clubs, golf course, community center)	20% - I 80% - II/III or as adjusted by the Zoning Administrator
Convalescent Facilities	20% - I 80% - II/III
Churches	20% - I 80% - II/III
Child Care Facilities, Residential Care Homes	100% - II/III

## Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Commercial Recreation (bowling alleys, skating rinks, video arcades)	20% - I 80% - II/III or as adjusted by the Zoning Administrator
Hospitals	60% - I 40% - II/III
Hotels	40% - I 60% - II/III
Manufacturing	80% - I 20% - II/III
Medical and Dental Offices	60% - I 40% - II/III
Mortuaries	100% - II/III
Multiple-family Residential Guest Parking	100% - I 100% - III
Personal services	100% - I
Private Clubs, Lodges, Fraternal Organizations	20% - I 80% II/III

## Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Restaurants	40% - I 60% - II/III
Research and Development	80% - I 20% - II-III
Retail	20% - I 80% - II/III
Schools and Educational Facilities	100% II/III
Shopping center	40% - I 60%- II/III
Warehousing, Wholesale Establishments	80% - I 20% - II/III

Note: When both Class II and III are listed, either one may be used unless the bike parking is not within constant visual range from buildings or in well-traveled pedestrian areas, in which case Class II must be used.

# APPENDIX D

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## **APPENDIX D**

### **BICYCLE RACK PLACEMENT GUIDELINES**

The recommended criteria for the placement of bicycle racks are as follows:

- Bicycle racks should not be placed in bus stop zones.
- Bicycle racks should be placed a minimum of 5' from a crosswalk.
- Bike racks should be placed a minimum of 4' from street furniture.
- Bike racks should be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way (sidewalk).
- Bike racks should be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles and motor vehicles.
- The pedestrian or sidewalk should allow a minimum of 6' and an optimum of 10' for pedestrian travel.
- Bicycle racks should be placed 2' from the curb or aligned with street trees.
- Bicycle racks must be in a visible, well-lit location for security.
- Bicycle racks should be placed at least 3' from fire hydrants and not obstruct them.
- Bicycle racks should not obstruct current or future sidewalk cafés and may be removed if a business establishes a sidewalk café.
- Bicycle racks should not obstruct dumpster enclosures.
- The proposed bike rack site(s) should be within the City right-of-way.
- The downtown business operating next to the proposed racks should agree to the installation of the bike rack.

# APPENDIX E

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## APPENDIX E BIBLIOGRAPHY

*Bicycle Technical Guidelines: A Guide for Local Agencies in Santa Clara County*, Santa Clara Valley Transportation Authority, 2008.

*Caltrans Highway Design Manual: Chapter 1000*, California Department of Transportation, 2001.

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*Cupertino Bicycle Transportation Plan*, City of Cupertino, 1998.

*Los Altos Bicycle Transportation Plan*, City of Los Altos, 2002.

*Mountain View General Plan*, City of Mountain View, 1992.

*Palo Alto Bicycle Transportation Plan*, City of Palo Alto, 2002.

*Projections 2007*, Association of Bay Area Governments

*Regional Bicycle Plan: 2001 Regional Transportation Plan For The San Francisco Bay Area*, Metropolitan Transportation Commission, 2001.

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*Santa Clara County Trails Master Plan*, Santa Clara County, 1995.

*Sunnyvale Bicycle Plan*, City of Sunnyvale, 1993.

PS/2/GRAPHICS-PUBLIC WORKS-BICYCLE PLAN-7-03  
Appendices^